Danish West Indies

Danish West India Company traded slaves, aprox 100 000 slaves.

300 travels and 96 100 imported slaves from Africa to Danish West India year 1674 - 1802

Annual export of slaves from West Africa Year 1761 – 1810 (estimated)

Country	Annual average	Total slaves
Britain	27 700	1 385 300 (exact: 1 529 180 (1761-1807)
France	10 900	546 500
Portugal	20 200	1 010 400
Netherlands	3 500	173 600
Denmark	1 100	56 800
U.S.A.	3 300	166 900

Philip D. Curtin

Schimmelmann's Copenhagen Palace

Danish West India Company

In March 1659 the Danish Africa Company was started in Glückstadt by the originally Finnish Hendrik Carloff, two Dutchmen Isaac Coymans and Nicolaes Pancras and two German merchants, Vincent Klingenberg and Jacob del Boe. Their mandate included trade with the Danish Gold Coast in present-day Ghana. In 1671 the Africa Company was incorporated in the Danish West India Company. The West India Company was organized on November 20, 1670, and formally chartered by King Christian V on March 11, 1671.

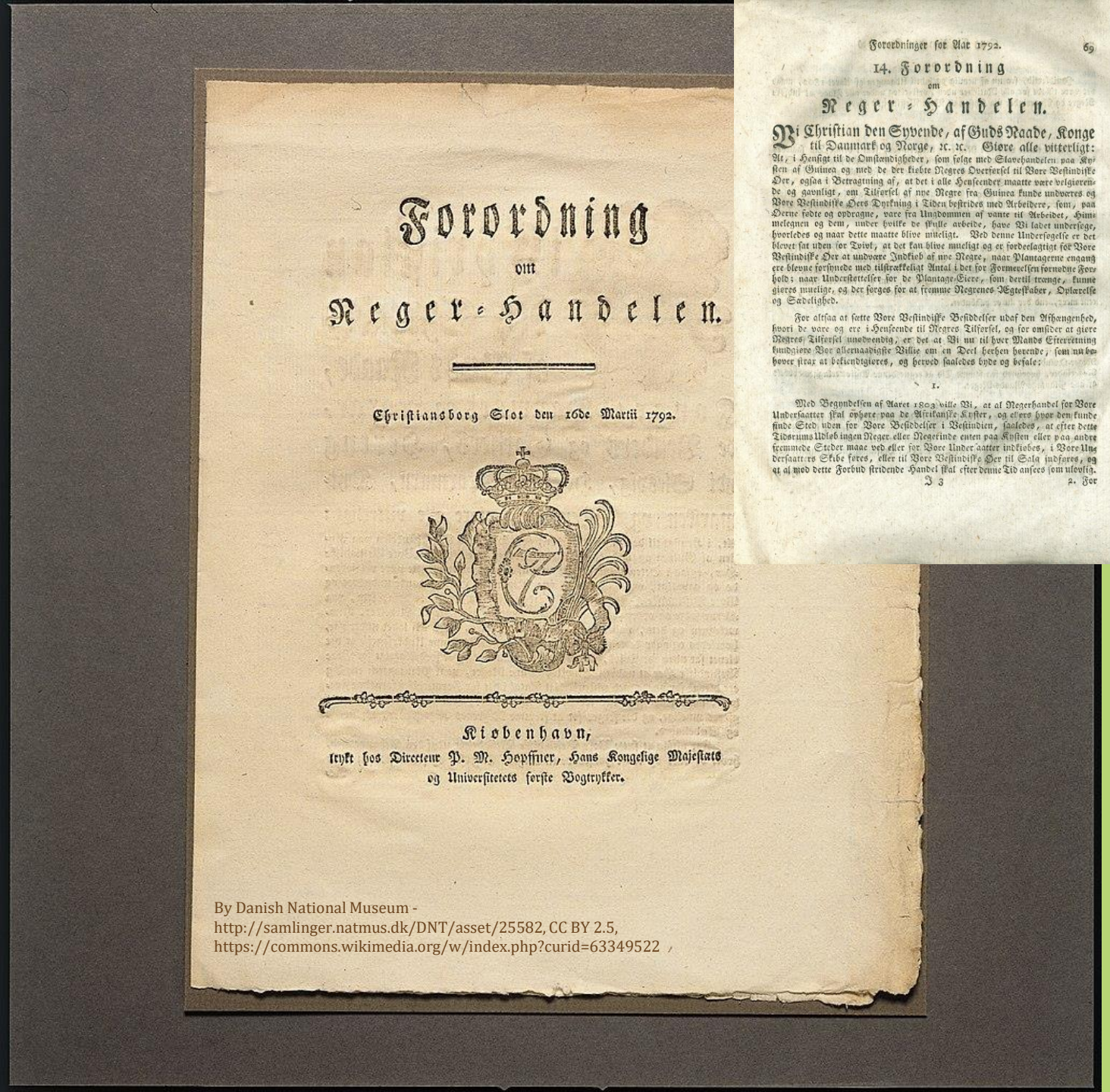
The Danes settled in St. Thomas in 1668. The first successful colonization of Sankt Thomas employed ships of the Royal Dano-Norwegian Navy, the yacht Den forgyldte Krone and the frigate Færøe (referring to the islands, but often erroneously translated as Pharaoh), but the company quickly began employing ships of their own, while occasionally relying on the royal navy for escorts and protection. From August 30, 1680, it became known as the West India–Guinea Company. At first, the company had difficulties being profitable, but eventually it began to increase revenue by raising taxes and bringing all colonial exports into Copenhagen directly. St. John was purchased in 1718 and St. Croix from the French in 1733.

In the 17th and 18th centuries, the company flourished from the North Atlantic triangular trade routes. Slaves from the Gold Coast of Africa were traded for molasses and rum in the West Indies. The company administered the colonies until 1754, when the Danish government's "Chamber of Revenues" took control. From 1760 to 1848, the governing body was known as Vestindisk-guineiske rente- og generaltoldkammer. This led to a brief establishment of Det Guineiske kompagni via Royal resolution of March 18, 1765, to maintain the trade with the Danish Gold Coast colonies. In November, they received the forts of Christiansborg and Fredensborg for 20 years. The company, however, never enjoyed a trade monopoly like the Dutch West India Company. Competition for trade remained among all Danish, Norwegian, Schleswig and Holstein companies.

The financially troubled company was liquidated on November 22, 1776. In anticipation of this, the Dano-Norwegian government took control of the granted forts from August–September 1775.

Map detail showing Danish West Indies Company's headquarters and dock in Christianshavn, Copenhagen

Danish Law About slavery



Forordning
om
Neger-Handelen.

Christiansborg Slot den 16de Martii 1792.

Kiøbenhavn,
trykt hos Directeur P. M. Hopffner, Hans Kongelige Majestats
og Universitetets første Bogtrykker.

Forordninger for Aar 1792. 69

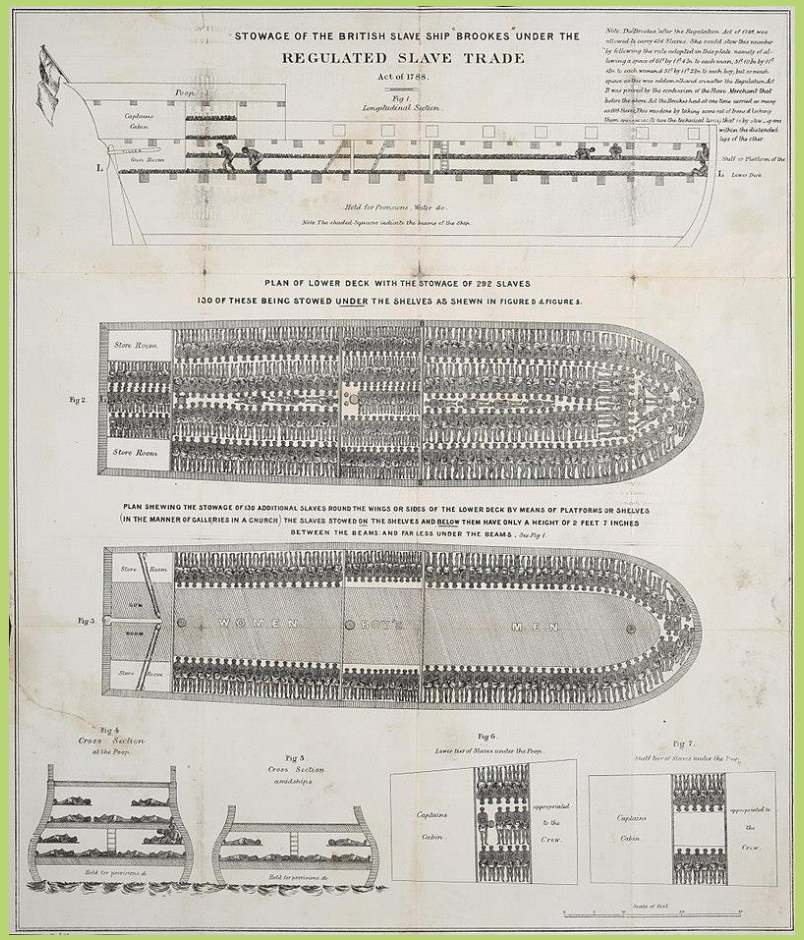
14. Forordning
om
Neger-Handelen.

Vi Christian den Syvende, af Guds Naade, Konge til Danmark og Norge, ꝛc. ꝛc. Giøre alle vitterligt: At, i Henseende til de Omstændigheder, som følge med Slavehandelen paa Kysten af Guinea og med de der købte Negres Overførsel til Vore Vestindiske Øer, ogsaa i Betragtning af, at det i alle Henseender maatte være velgiørende og gavnligt, om Tilførsel af nye Negre fra Guinea kunde undværes og Vore Vestindiske Øers Dyrkning i Tiden bestrides med Arbeidere, som, paa Øerne fødte og opdragne, vare fra Ungdommen af vante til Arbeidet, Himmelegnen og dem, under hvilke de skulle arbeide, have Vi ladet undersøge, hvorledes og naar dette maatte blive muligt. Ved denne Undersøgelse er det blevet sat uden for Tvivl, at det kan blive muligt og er fordeelagtigt for Vore Vestindiske Øer at undvære Indkiøb af nye Negre, naar Plantagerne engang ere blevne forsynede med tilstrækkeligt Antal i det for Formørelsen fornødne Forhold; naar Understøttelser for de Plantage-Eiere, som dertil trænge, kunne gieres muelige, og der sørges for at fremme Negrenes Ægteskaber, Opdrættelse og Sædelighed.

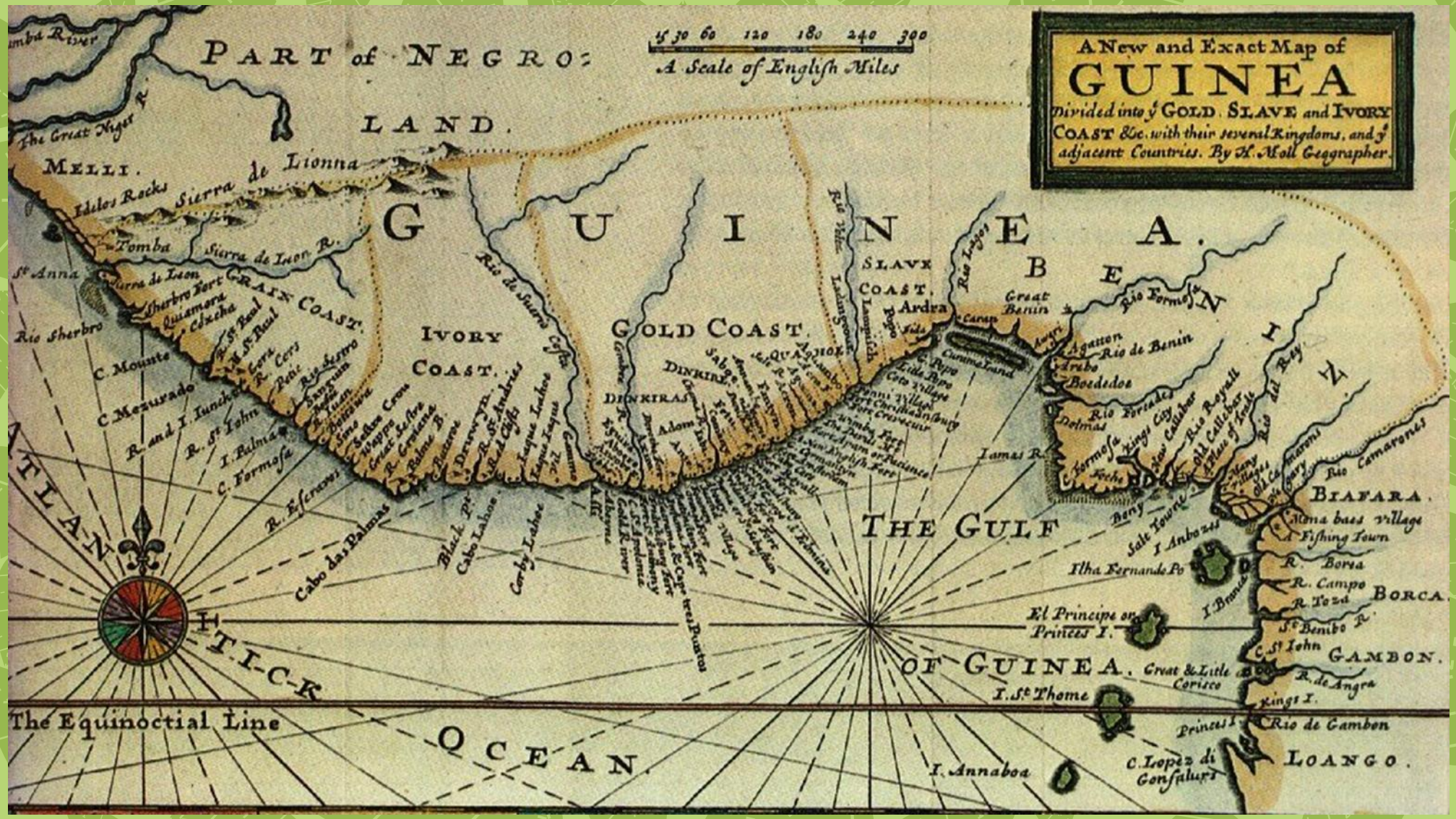
For altsaa at sætte Vore Vestindiske Besiddelser udaf den Afhængenhed, hvori de vare og ere i Henseende til Negres Tilførsel, og for omsider at giøre Negres Tilførsel unødvendig, er det at Vi nu til hver Mands Efterretning kundgiøre Vor allernaadigste Villie om en Deel herhen hørende, som nu behøver strax at bekendtgiøres, og hvorved saaledes bydes og befales:

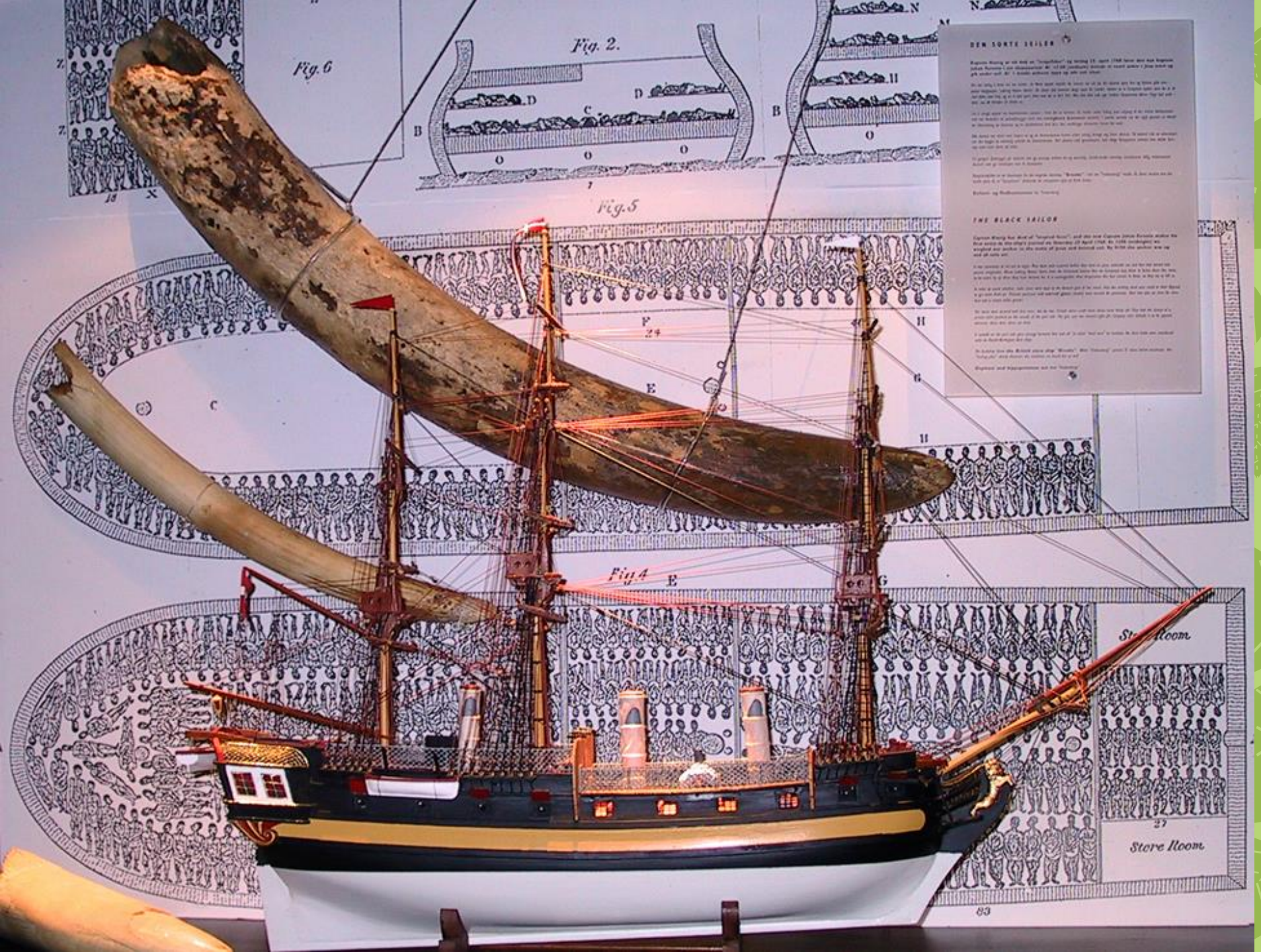
I.

Med Begyndelsen af Aaret 1803 ville Vi, at al Negerhandel for Vore Undersaatter skal ophøre paa de Afrikanske Kyster, og ellers hvor den kunde finde Sted, uden for Vore Besiddelser i Vestindien, saaledes, at efter dette Tidsrums Udløb ingen Neger eller Negerinde enten paa Kysten eller paa andre fremmede Steder maae ved eller for Vore Undersaatter indkiøbes, i Vore Undersaatters Skibe føres, eller til Vore Vestindiske Øer til Sala indføres, og at al med dette Forbud stridende Handel skal efter denne Tid ansees som ulovlig.


STOWAGE OF THE BRITISH SLAVE SHIP "BROOKES" UNDER THE
REGULATED SLAVE TRADE
Act of 1788.
Fig 1.
Longitudinal Section.
PLAN OF LOWER DECK WITH THE STOWAGE OF 292 SLAVES
130 OF THESE BEING STOWED UNDER THE SHELVES AS SHEWN IN FIGURE 5 & FIGURE 3.
Store Room.
Store Rooms
PLAN SHEWING THE STOWAGE OF 130 ADDITIONAL SLAVES ROUND THE WINGS OR SIDES OF THE LOWER DECK BY MEANS OF PLATFORMS OR SHELVES
(IN THE MANNER OF GALLERIES IN A CHURCH) THE SLAVES STOWED ON THE SHELVES AND BELOW THEM HAVE ONLY A HEIGHT OF 2 FEET 7 INCHES
BETWEEN THE BEAMS AND FAR LESS UNDER THE BEAMS.
WOMEN
BOYS
MEN
Fig 4.
Cross Section
at the Poop.
Fig 5.
Cross Section
amidships
Fig 6.
Lower tier of Slaves under the Poop.
Fig 7.
Shelf tier of Slaves under the Poop.
Captains
Cabin
appropriated to the Crew.

By Danish National Museum - http://samlinger.natmus.dk/DNT/asset/25582, CC BY 2.5, https://commons.wikimedia.org/w/index.php?curid=63349522

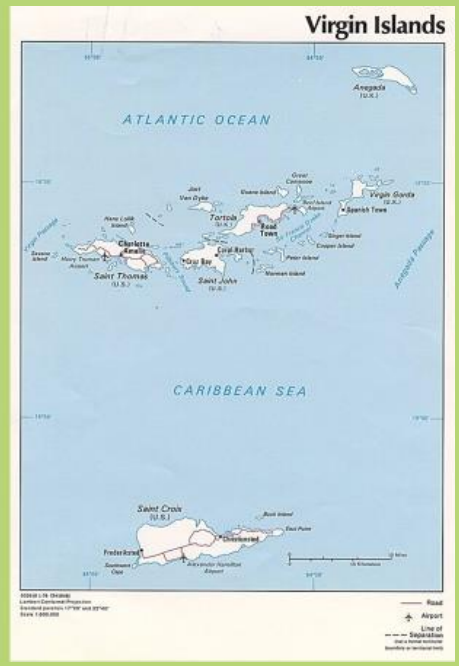

A New and Exact Map of
GUINEA
Divided into ye GOLD, SLAVE and IVORY
COAST &c. with their several Kingdoms, and ye
adjacent Countries. By H. Moll Geographer.
A Scale of English Miles
PART of NEGROLAND.
GUINEA.
MELLI.
Sierra de Lionna
Idolos Rocks
Tomba
Sierra de Leon R.
GRAIN COAST.
Rio Sherbro
C. Mounte
C. Mezurado
C. Formosa
R. Esterous
IVORY COAST.
GOLD COAST.
DINKIRA
SLAVE COAST.
Ardra
Great Benin
Rio Formosa
BENIN
Rio de Benin
Arebo
Boededos
Rio Forcados
Kings City
Rio Regrate
Old Calliber
New Calliber
Rio del Rey
Camarones
BIAFARA.
Fishing Town
Borca
Rio Campo
Rio Bembo
GAMBON.
Rio de Angra
Kings I.
Rio de Gambon
LOANGO.
C. Lopez di Gonsalvez
THE GULF OF GUINEA.
Ilha Fernando Po
I. Anobon
El Principe or Princes I.
I. St Thome
I. Annaboa
Great & Little Corisco
Princes I.
Cabo das Palmas
Cabo Lahoe
Corby Lahoe
Black Pt.
Rio de Sestros Costa
Rio Volta
Rio Lagos
Rio Formosa
Rio del Rey
Camarones
Jamas R.
Benny
Salt Towne
Gold R. river
Accany
Akim
Akanie
Akanie
Akanie

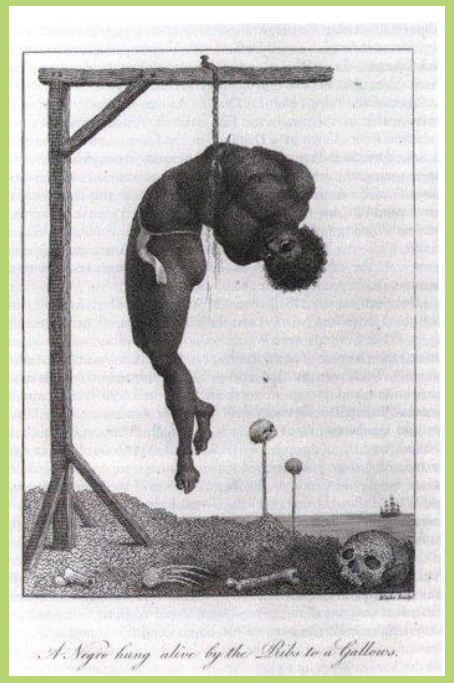


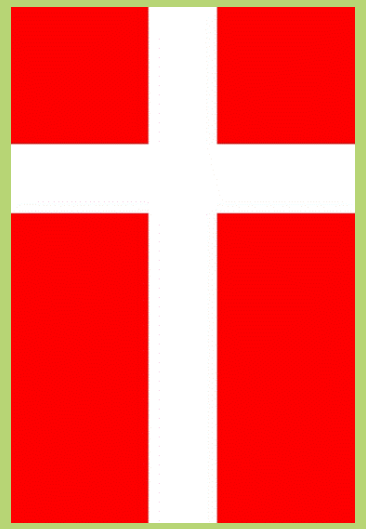
Ernst Schimmelmann

The Danish West Indies (Danish: Dansk Vestindien) or Danish Antilles was a Danish colony in the Caribbean, consisting of the islands of Saint Thomas with 32 square miles (83 km2); Saint John with 19 square miles (49 km2); and Saint Croix with 84 square miles (220 km2). The Danish West India Guinea Company annexed the uninhabited island of Saint Thomas in 1672 and St. John in 1675. In 1733, Saint Croix was purchased from the French West India Company. When the Danish company went bankrupt in 1755, the King of Denmark-Norway assumed direct control of the three islands. Britain occupied the Danish West Indies in 1801–1802 and 1807–1815, during the Napoleonic Wars.

St. Thomas had a population of 12,800 people and had sugar and cotton as its chief exports. St. Thomas city was the capital of the island, then a free port, and the chief station of the steam-packets between Southampton, in England, and the West Indies.
St. John had a population of about 2,600 people.
St. Croix, though inferior to St. Thomas in commerce, was of greater importance in extent and fertility, with 25,600 people,

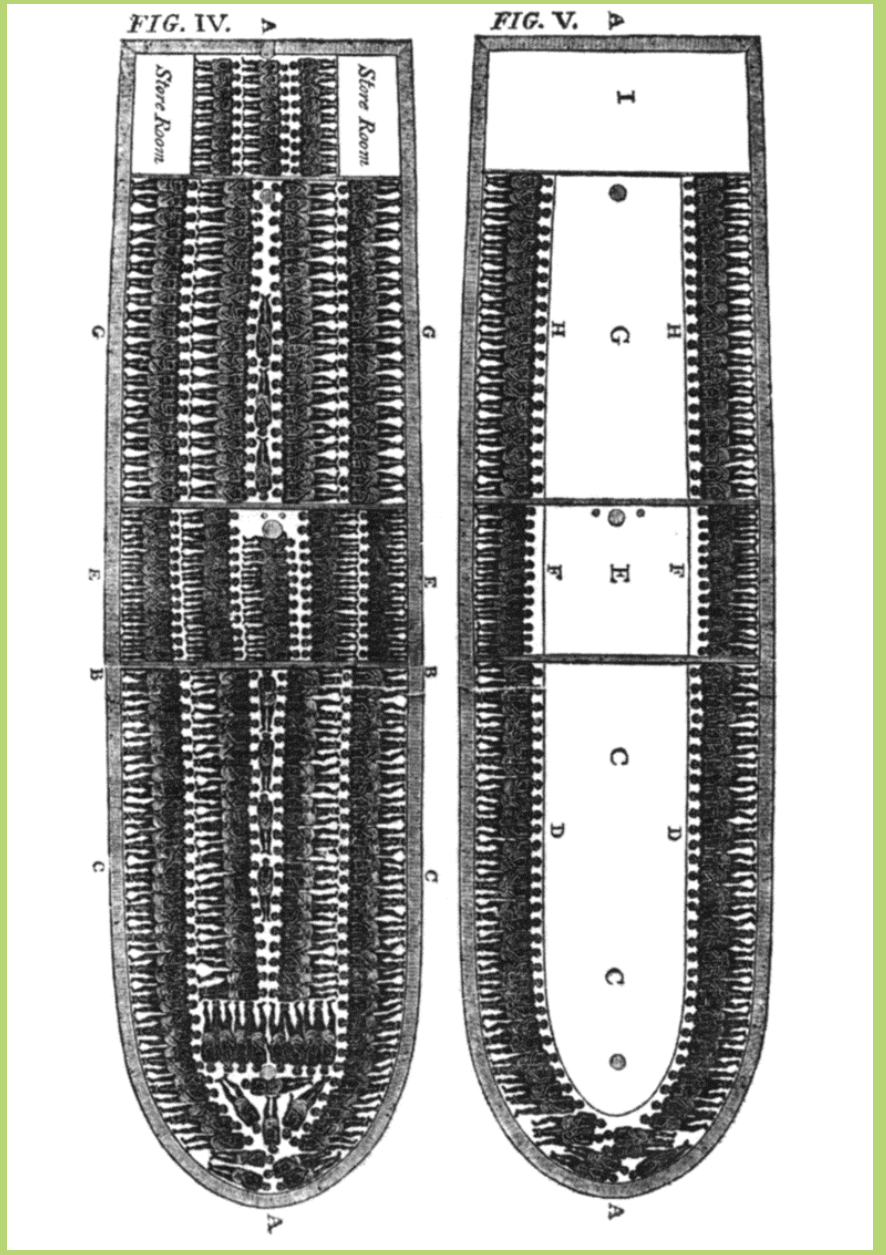






Danish West Indies, Saint Croix, 2 dalere (1898)

Jørgen Iversen Dyppel, a successful trader on Saint Christopher, was made governor and the king provided convicts from his jails and two vessels for the establishment of the colony, the yacht Den forgyldte Krone and the frigate Færøe. Den forgyldte Krone was ordered to run ahead and wait but ended up returning to Denmark after the Færøe under Capt. Zacharias Hansen Bang was delayed for repairs in Bergen. The Færøe completed her mission alone, establishing a settlement on St. Thomas on May 25, 1672. From an original contingent of 190 – 12 officials, 116 company "employees" (indentured servants), and 62 felons and former prostitutes – only 104 remained, 9 having escaped and 77 having died in transit. Another 75 died within the first year, leaving only 29 to carry on the colony.



In 1675, Iversen claimed St. John and placed two men there; in 1684, Governor Esmit granted it to two English merchants from Barbados but their men were chased off the island by two British sloops sent by Governor Stapleton of the British Leeward Islands. Further instructions in 1688 to establish a settlement on St. John seem not to have been acted on until Governor Bredal made an official establishment on March 25, 1718.

The islands quickly became a base for pirates attacking ships in the vicinity and also for the Brandenburg African Company. Governor Lorentz raised enormous taxes upon them and seized warehouses and cargoes of tobacco, sugar, and slaves in 1689 only to have his actions repudiated by the authorities in Copenhagen; his hasty action to seize Crab Island prohibited the Brandenburgers from establishing their own Caribbean colony, however. Possession of the island was subsequently disputed with the Scottish in 1698 and fully lost to the Spanish in 1811.

St. Croix was purchased from the French West Indies Company in 1733. In 1754, the islands were sold to the Danish king, Frederick V of Denmark, becoming royal Danish colonies.

The first British invasion and occupation of the Danish West Indies occurred during the French Revolutionary Wars when at the end of March 1801 a British fleet arrived at St Thomas. The Danes accepted the Articles of Capitulation the British proposed and the British occupied the islands without a shot being fired. The British occupation lasted until April 1802, when the British returned the islands to Denmark.

The second British invasion of the Danish West Indies took place during the Napoleonic Wars in December 1807 when a British fleet captured St Thomas on 22 December and Saint Croix on 25 December. The Danes did not resist and the invasion was bloodless. This British occupation of the Danish West Indies lasted until 20 November 1815, when Britain returned the islands to Denmark.

By the 1850s the Danish West Indies had a total population of about 41,000 people. The government of the islands were under a governor-general, whose jurisdiction extended to the other Danish colonies of the group. However, because the islands formerly belonged to Great Britain the inhabitants were English in customs and in language. The islands of that period consisted of:

St. Thomas had a population of 12,800 people and had sugar and cotton as its chief exports. St. Thomas city was the capital of the island, then a free port, and the chief station of the steam-packets between Southampton, in England, and the West Indies.
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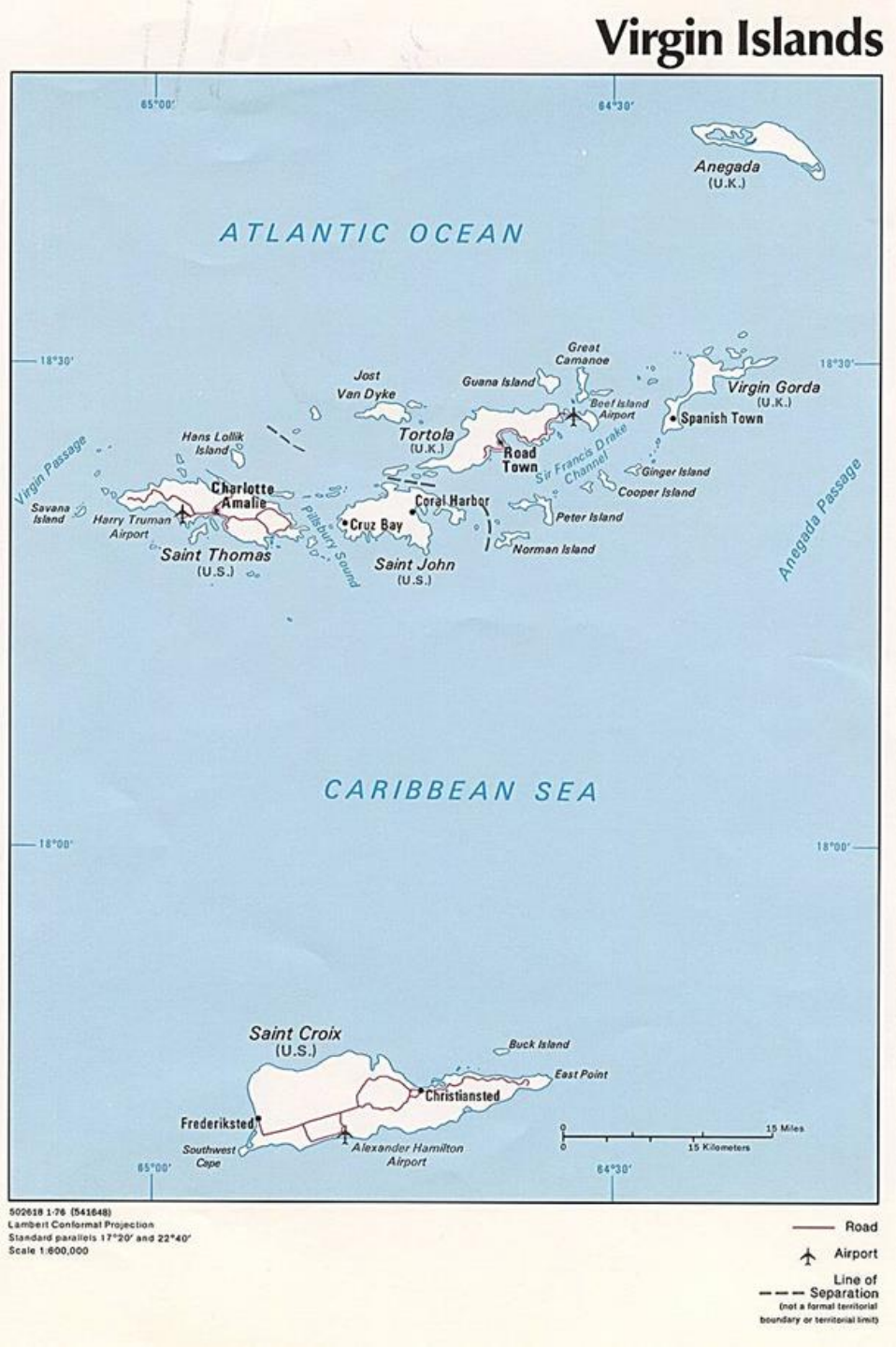


Fort Frederik in Frederiksted on the island Sanint Croix.

Mortalety year 1778 – 1787, and 14 travels

Slaves total	dead in Africa/on ship	dead on St. Croix
5 649	773 (83 %)	158 (17 %)

16 % mortalety

Constitution Hill, the Schimmelmann family's plantation on St. Croix

When Denmark abolished slavery in 1848, many plantation owners wanted full reimbursement on the grounds that their assets were damaged by the loss of the slaves, and by the fact that they would have to pay for labor in the future. The Danish government paid fifty dollars for every slave the plantation owners had owned and recognized that the slaves' release had caused a financial loss for the owners. However, the lives of the former slaves changed very little. Most were simply hired at the plantations where they had previously worked and were offered one-year contracts, a small hut, a little land and some money as part of a sharecropping system. However, as employees, former slaves were not the plantation owners' responsibility and did not receive food or care from their employers.

Ernst Heinrich von Schimmelmann (4 December 1747 – 9 February 1831) was a German-Danish politician, businessman and patron of the arts. His father was Heinrich Carl von Schimmelmann.

He contributed to the abolition of slave trade in Denmark by showing in a report, how Danish slave trade was inhumane and led to deficits. In the report, he also accounted for how better treatment of slaves in the Danish West Indies could reduce the large child mortality, which each year substantially reduced the slave population. Schimmelmann was not against slavery, but rather the ghastly Atlantic slave trade. Ernst Heinrich von Schimmelmann was a slave owner himself, owning a large sugar plantation on the island Saint Croix and being a shareholder in a company that transported slaves from the Gold Coast. He has been formally portrayed with his Negro slave in Copenhagen, where his family held several slaves.

As Minister of Finance, Schimmelmann's work to stop slave trade was started in 1792. Previously there had been no restrictions to trade, and as a compensation, he introduced government-subsidized loans for purchasing slaves prior to the ban. The Schimmelmann family became the richest family in Denmark in the 18th century largely due to the sugar trade with the West Indies, and dominated the economic life in Denmark.

Wealth from Slavetrade

Copenhagen

Schimmelmann Mansion

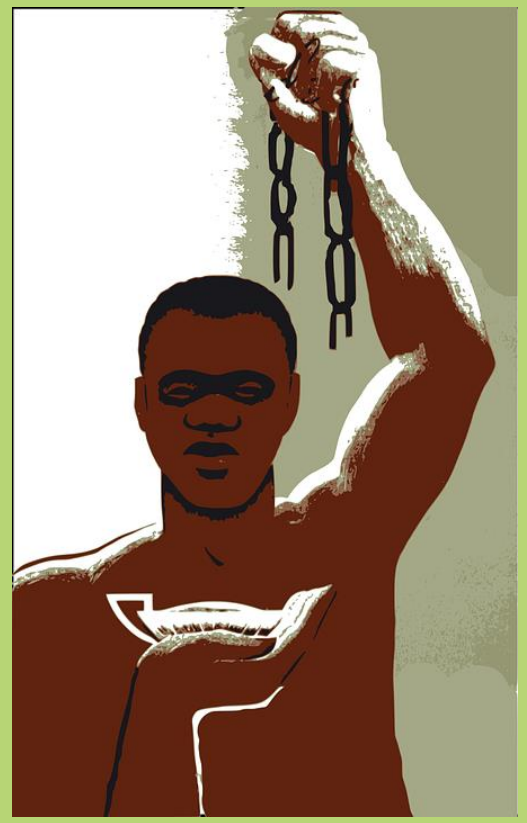
Wealth from Slavetrade Lindenborg Denmark

Heinrich Carl Schimmelmanns

On 17 January 1917, according to the Treaty of the Danish West Indies, the Danish government sold the islands to the United States for $25 million ($478 million in current prices), when the United States and Denmark exchanged their respective treaty ratifications. Danish administration ended on 31 March 1917, when the United States took formal possession of the territory and renamed it the United States Virgin Islands.

The United States had been interested in the islands since at least the 1860s. The United States finally acted in 1917 because of the islands' strategic position near the approach to the Panama Canal and because of a fear that Germany might seize them to use as U-boat bases during World War I.

DANMARK
30 50 km
järnväg huvudväg motorväg
AMT (LÄN)
1 Københavns Amt
2 Frederiksborg Amt
3 Roskilde Amt
4 Vestsjællands Amt
5 Storstrøms Amt
6 Bornholms Amt
7 Fyns Amt
8 Sønderjyllands Amt
9 Ribe Amt
10 Vejle Amt
11 Ringkøbing Amt
12 Århus Amt
13 Viborg Amt
14 Nordjyllands Amt
Skagerack
Kattegatt
Jylland
Fyn
Sjælland
Lolland
Falster
Bornholm
Vendsyssel
Himmerland
Als Bugt
Ålborg Bugt
Mariager Fjord
Limfjorden
Anholt
Læsø
Samsø
Anholt
Ærø
Fehmarn
Kielbukten
Storebælt
Lillebælt
Langeland Bælt
Femer Bælt
Øresund
Ålborg
Frederikshavn
Hirtshals
Skagen
Grenen
Tannis Bugt
Råbjerg Mile
Sindal
Hjørring
Løkken
Blokhus
Jammerbugten
Skarreklit
Bulbjerg
Hanstholm
Thisted
Klitmøller
Nykøbing Mors
Mors
Sallingsund
Sallingsund Bro
Nørresundby
Ålborg
Aggersund
Løgstør
Limfjorden
Nibe
Svenstrup
Vårst
Lindenborg
Lille Vildmose
Aars
Farsø
Arden
Hadsund
Hals
Limfjorden
Svinkløv
Broust
Åbybro
Asaa
Dronninglund
Hjallerup
Pandrup
Store Vildmose
Voersa
Bylderup-Bov
Bylderup
Jerslev
Skørping
Rebild
Bælum
Als
Mariager
Assens
Hobro
Arden
Hadsund
Mariager Fjord
Spentrup
Farup
Skals
Skalsø
Tjele
Tjele Langsø
Viborg
Randers
Djursland
Grenå
Fornæs
Ryomgård
Gjerrild
Fjellerup
Allingåbro
Auning
Kolind
Kolindsund
Trustrup
Tirstrup
Ebeltoft
Rønde
Mols
Hornslet
Vejlby
Risskov
Århus
Århus Bugt
Hjelm
Helgenæs
Gjerrild
Nordby
Tunø
Vejrø
Samsø Bælt
Sejerø
Sejerø Bugt
Nekselø
Asnæs
Isefjord
Kalundborg
Asnæs
Resnæs
Saltbæk Vig
Sejerø Bugt
Sunninge
Nyråd
Holbæk
Tølløse
Roskilde
Gyldenløveshøj
Hørve
Sorø
Ringsted
Slagelse
Haslev
Dalmose
Skælskør
Korsør
Næstved
Fakse
Fakse Ladeplads
Rødvig
Køge
Køge Bugt
Hundested
Frederiksværk
Gilleleje
Hornbæk
Hellerup
Helsingør
Hillerød
Birkerød
Frederiksund
Roskilde Fjord
Saltholm
Amager
Kastrup
Dragør
Tårnby
Hørsholm
Rungsted
Hvidovre
Store Heddinge
Stevns Klint
Falsterbo
Skanör
Limhamn
Malmö
Helsingborg
Landskrona
Öresund
Hallands Väderö
Laholmsbukten
Halmstad
Falkenberg
Skreanäs
Varbergs
Oskarström
Harplinge
Kullen
Mölle
Höganäs
Kattarp
Skälderviken
Torekov
Båstad
Hovs Hallar
Ängelholm
Helsingborg
Helsingör
Hornbæk
Gilleleje
Tisvildeleje
Frederiksværk
Hundested
Rørvig
Hesselø
Odden



Year1754 Goverment of Denmark bought the islands. At the time the population where 208 free white and 1 000 colored slaves.
Year 1800 there where 35 000 slaves and 3 500 white free people on the islands.
Year 1803 new law prohibited the trade of slaves, but internal trading on the islands was OK. Year 1878 several plantage ownwers where murded in a riot.